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COUNTRY East Germany SECURITY INFORMATION REPORT 25X1

TOPIC Neuruppin Airfield 25X1

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REMARKS This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 11 and 30 September 1953:

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11 September. there was air activity at the field between 10 a.m. and 6:30 p.m. Flying involved swept-back jet fighters

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16 to 19 and 21 to 26 September. There was daily flying by MiG-15s or U-MiG-15s.¹

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27 September. Between 12:30 p.m. and 5 p.m., about 40 MiG-15s or U-MiG-15s from another airfield landed at the field. Five to 6 swept-back jet fighters from Neuruppin airfield would take off and return with 10 to 12 MiG-15s from another field flying in formation. Li-2 landed at 12:45 p.m. and took off again at 1:45 p.m. At 5:20 p.m., 68 MiG-15s or U-MiG-15s, 3 Yak-11s, 1 Li-2, and 3 Po-2s were counted at the field.

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28 and 29 September. observed the same number and type of aircraft as on 27 September. The swept-back jet fighters were partly parked in the aircraft revetments, the remainder in front of them.

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30 September. MiG-15s or U-MiG-15s practiced intensive formation flying in elements of twos, threes and fours at altitudes between 5,000 and 6,000 meters and approach flights at the field throughout the day. The degree of cloudiness was increasing.

2. The following air activity was observed at the field between 11 September and 7 October:

11 September. Between 7:30 p.m. and 8:30 p.m., MiG-15s attacked an air sleeve towed by a swept-back jet fighter. The weather was clear.

12 September. Between 8 a.m. and noon, MiG-15s or U-MiG-15s were seen aloft.

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15 September. Between 8:30 a.m. and 2 p.m., formations of four aircraft participated flying.

16 September. After 9:30 p.m., 2 Po-2s were seen aloft. There was a 1/10 overcast.

17 September. In the morning, there was flying by swept-back jet fighters which took off individually and subsequently assembled in formations of fours.

18 September. Between 8 a.m. and 10 a.m., there was local flying. Flying was apparently discontinued because of rain.

20 September. Aircraft observed at the field included the alert flight of 4 MiG-15s at the eastern end of the runway, 20 MiG-15s or U-MiG-15s in front of the hangars and 2 Po-2s.

21 September. Between 10:30 a.m. and 2 p.m., some local flights were made. There was fog in the morning.

22 September. In the morning, some local flights were made by MiG-15s fitted with auxiliary fuel tanks. There was a 4/10 overcast.

23 September. Some swept-back jet fighters were seen aloft.

25 September. In the morning, MiG-15s or U-MiG-15s without auxiliary fuel tanks were seen aloft.

26 September. Prior to 3 p.m. formations of four aircraft were observed flying.

27 September. There was formation flying by aircraft which repeatedly re-fueled and took off again during the day.

28 September. In the morning, swept-back jet fighters were observed aloft.

29 September. At 7:10 a.m., an element of 2 MiG-15s took off. At 8 a.m., an alert was given by a siren which sounded for 3 to 5 minutes. Subsequently, 12 MiG-15s took off in groups of two. The aircraft assembled in three formations of four over the field and flew toward the east. During the day, formation flying in this method was repeatedly observed.

the aircraft either participated in an exercise or in maneuvers.

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30 September. Flying by formations of four was again observed. After 10 a.m., bursts of fire were occasionally observed from flying aircraft

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1 October. After ground fog had dissipated, formations of four aircraft practiced flying.

2 October. Between 10:30 a.m. and 11:45 a.m., individual local flights were made.

3 to 5 October. There was no air activity.

7 October. At dusk, 2 MiG-15s with auxiliary fuel tanks took off. One of the MiG-15s was caught in the beams of three searchlights and subsequently gave some bursts of fire although no target-towing aircraft could be observed.

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3. The following air activity and aircraft were observed at the field between 14 and 27 September:

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14 September. In the evening hours, a swept-back jet fighter towing an air sleeve which was caught in the beams of searchlights was observed over Neuruppin. No firing at the air sleeve was observed.

15 September. Between 7 a.m. and 3 p.m., swept-back jet fighters practiced flying.

16 and 17 September. There was flying in formations of up to 14 MiG-15s or U-MiG-15s.

21 and 22 September. Again formation flying was practiced.

24 and 25 September. Mostly flying in formations of fours was practiced. On the latter day, air activity also included individual flying by trainers.

26 September. Between 8 a.m. and 10 a.m., individual flights were made. Between 11 a.m. and 4 p.m., flying in large formations was practiced.

27 September. At 5 p.m., 26 MiG-15s or U-MiG-15s were parked along the southern side of the concrete lane. Jeep was observed at the field.

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4. The following air activity and aircraft were observed at the field between 14 September and 2 October:

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14 September. Swept-back jet fighters were observed conducting night flying over Neuruppin. The weather was clear.

15 September. In the morning and afternoon, formations of two and four swept-back jet fighters practiced flying. At nightfall, one Po-2 made an individual flight.

16 and 17 September. Formation flights were practiced with some of them at high altitudes.

18 September. In the late morning and at noon, firing at towed air sleeves was practiced.

19 September. There was no air activity. It was raining.

20 September. Except for the alert flight of 4 aircraft, 20 MiG-15s or U-MiG-15s covered by tarpaulins and 1 Li-2 were parked in front of the hangars.

22 September. Between 10 a.m. and 5 p.m., local flying, formation flights in groups of two and some high-altitude flights were observed.

24 September. There was intensive air activity, including the attacking of towed air sleeves below the cloud ceiling. There was a 6/10 overcast.

26 September. There was air activity in the morning. At 6:15 p.m., 2 MiG-15s with auxiliary fuel tanks landed.

27 September. Throughout the day, there was intensive flying, including flying by formations of fours.

28 and 29 September. Formation flying was observed.

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30 September. Throughout the day, there was intensive flying which partly was conducted below the clouds. There was a 6/10 overcast at an altitude of 700 to 800 meters.

1 October. During the daytime, formation flying was conducted. There was a scattered cloud base.¹

2 October. Between 10 a.m. and 3 p.m., some individual swept-back jet fighters and Po-2s practiced flying. About 25 sedans and jeeps, part of them occupied by army and air force officers carrying maps and papers, were parked in front of "Schlossgarten". Truck [] proceeded to the airfield.³

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6. After mid-September, air activity at the airfield intensified as compared with previous weeks. In early October, the alert flight consisted of 4 aircraft, while additional aircraft were parked at the field.¹

7. On 9 October, it appeared [] that the radio installation at Nietwerder was occupied by a new unit which was commanded by a senior lieutenant. The radio installation had been re-arranged. []³

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1. [] Comment. A fighter regiment equipped with MiG-15s,²⁸ [] is stationed at Neuruppin airfield. Training activities observed [] intensive. The pilots have reached a good status of training.

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2. [] Comment. [] the aircraft which came from another airfield belong to the fighter regiments in Finow. These aircraft together with the aircraft of the fighter regiment in Neuruppin participated in an exercise of the reinforced 9th Gds Tank Div south of Neustrelitz.

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3. [] Comment. At the time mentioned, parts of the regiments in Neuruppin and Finow participated in an exercise of the Third Shock Army in Stendal. The presence of the officers is probably connected with the exercise.

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4. [] 25X1

5. [] Comment. [] The outer low frequency beacon is located near Nietwerder. It is believed that the second antenna mast is a homing beacon. For sketch of radio installation, see Annex.

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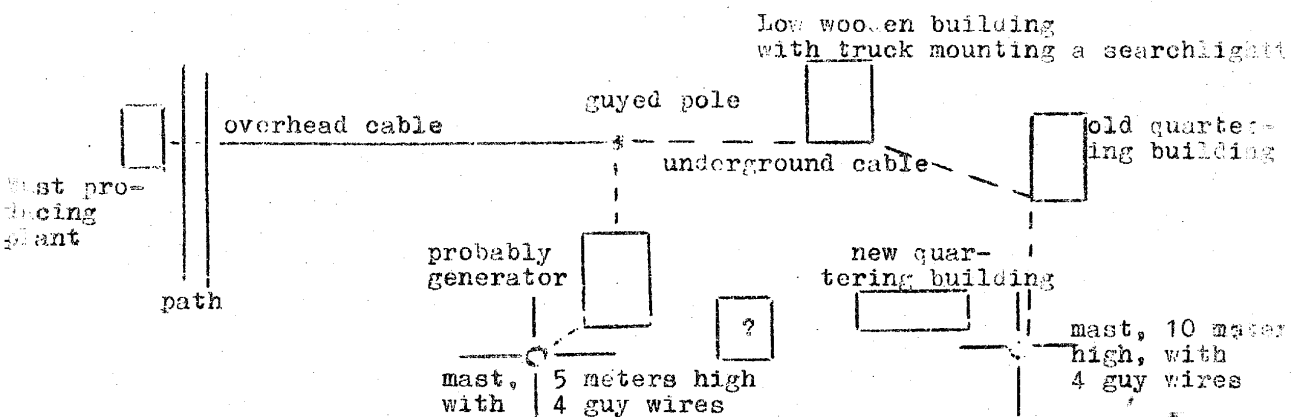
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Annex

Radio Installation Near Neuruppin Airfield



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